



Testimony for Assembly Transportation and Public Works Committee
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Thank you for the opportunity to provide public comment today. My name is Janna Chernetz, and I am the New Jersey Advocate for the Tri-State Transportation Campaign, a non-profit transportation policy watchdog organization working in New Jersey, New York and Connecticut.

Tri-State Transportation Campaign supports A4065 which provides for additional funding for the “Pedestrian Safety Enforcement and Education Fund” to be dedicated to initiatives on high priority areas. High priority areas have roads with more than four pedestrian fatalities in the previous calendar year or more than eight in the prior three years.

This is necessary and vital funding for education and enforcement programs. Currently, fines collected from summonses issued for pedestrian violations and violations to motorists who fail to yield to pedestrians are used to fund the Pedestrian Safety and Enforcement Fund. Motorist fines start at \$200. For every violation, \$100 goes into the fund.¹ Grants are awarded to a municipal government entity (usually a police department) and must involve enforcement of pedestrian safety laws.² According to sources at the New Jersey Department of Highway and Traffic Safety, no grants could be awarded until FY2011 because inadequate funds had accumulated. Since then, a total of \$348,059 in grants have been awarded, most of which have been pedestrian decoy programs. Increased funding could allow for additional safety efforts on New Jersey’s dangerous roads, including pedestrian safety campaigns and training sessions, community outreach and increased enforcement of existing pedestrian safety violations

¹ Source: NJ Division of Highway and Traffic Safety

² Source: NJ Division of Highway and Traffic Safety

Every year, Tri-State releases a report, called *Most Dangerous Roads for Walking*, that analyzes pedestrian fatalities on our region's roadways. The report found that in the three years from 2009 to 2011, 440 pedestrians were killed by cars on roads in New Jersey. This is a slight increase from our 2012 report which found that 436 pedestrians were killed from 2008 through 2010. These are preventable deaths and more must be done to create safe pedestrian and bicycle routes to schools, shops, medical services, jobs, and transit stops.

Education and enforcement programs are essential aspects of making roadways safer for pedestrians. These programs can also often be catalysts that lead to permanent physical roadway changes, such as the installation of sidewalks and pedestrian islands or the lowering of speed limits in areas with significant pedestrian traffic. It will take a combination of infrastructure changes, legislation, education and enforcement efforts to ensure that all users of the roadways, motorists, pedestrians and cyclists, in New Jersey are safe.

However, with the current limited funds there can be limited education and enforcement. Pedestrian decoy programs are one tool in a larger tool box to decrease pedestrian fatalities and injuries. With more funding, more municipalities will be able to benefit from larger and more diverse education and enforcement programs which will help improve roadway safety for all.